

**DRAFT SUMMARY OF January 8, 2015 MEETING of the
PEDESTRIAN, BICYCLE, and TRAFFIC SAFETY ADVISORY COMMITTEE
Executive Office Building, 9th Floor Conference Room**

Members Present: Darrel Drobnich, Chair; Larry Cole (for David Anspacher), M-NCPPC; Kristy Daphnis; Captain Thomas Didone, MCPD; Angel Garcia-Ablanque, MCPS; Jeremy Martin, Rockville - MML; Anyesha Mookherjee, MSHA; Drew Morrison (for Roger Berliner), County Council; Reemberto Rodriguez, SSRSC; Al Roshdieh, MCDOT.

Members Absent: Colleen Mitchell, Vice Chair; Ramin Assa; Steve Friedman, Bicycle Advocate; Erwin Mack, Chair Emeritus; Alan Migdall; David Sharp, Disability Community Advocate; Jack Strausman; Michael Subin, MC-CEX.

County Staff: KB Bilgrami, MCDOT; Shawn Brennan, MCHHS Aging and Disability Services; Jeff Dunckel, MCDOT; Nadji Kirby, MCDOT; Maureen D. Mahoney, MCDOT (via phone); Pat Shepherd, MCDOT; Emil J. Wolanin, MCDOT.

Guests: George Branyan; Peggy Dennis, WMCCAB; Sarah Gotbaum, Elder Women's Aging Alliance; Leah Walton; John Wetmore, Perils for Pedestrians.

PBTSAC Committee Business:

Chair Darrel Drobnich called the meeting to order at 7:06 pm, calling for introductions.

Arthur Holmes has retired as Director of MCDOT. Al Roshdieh, Acting Director of MCDOT, addressed the Committee. He joined the Director's office eight years ago and has worked to improve pedestrian safety. Roshdieh's main goal is to advance mobility within Montgomery County. With Mr. Roshdieh's appointment as Acting Director, Mr. Emil Wolanin is now Acting Deputy Director, Mr. Fred Lees is now Acting Chief, of the Division of Traffic Engineering and Operations (DTEO), and Mr. Kursheed (KB) Bilgrami is now Acting Section Chief of the Traffic Studies Section of DTEO. The number one priority of MCDOT is to transform the County's transportation infrastructure to be more transit oriented, walkable, and bikeable. MCDOT will advance a comprehensive approach to mobility in order to promote sustainable transportation and to make a transit-oriented County a reality. MCDOT must also begin to foster a culture of "Yes" within Montgomery County, offering alternatives and innovative solutions to the issues that are encountered daily. As the Deputy Director, Mr. Roshdieh was responsible for the Pedestrian Safety Initiative, reducing crashes and using the data to support safety improvement. One way that was accomplished was by improving walkability within many communities. It is a program he would like to continue to move forward. The County Executive has announced that he will create a Transit Authority which MCDOT fully supports. Mr. Roshdieh stated that adding additional roadways is not the answer.

Review of Summary from November Meeting: Mr. Dunckel reported there were modifications made to the Summary sent via email in order to clarify issues regarding the Bikeshare Program.

MOTION: The November Meeting Summary was unanimously approved.

Update on Interviews of Candidates for New Members

Jeff Dunckel reported that there was a delay in getting the new member nominations on the Council Agenda because of Mr. Leggett being out of the country for much of November and the Council being on holiday recess until January 12. It is believed the new PBTSAC members will be confirmed by the Council at the end of the month.

Update on Bicycle and Pedestrian Priority Areas (BiPPAs) Program (Pat Shepherd) Pat Shepherd reviewed maps that outline the first five (5) areas identified as Bicycle Pedestrian Priority Areas (BiPPAs): Glenmont, Silver Spring CBD, Wheaton CBD, Veirs Mill/Randolph Road and Grosvenor. MCDOT's intent is to identify short-term, mid-term and long-term improvements where needed and construct bicycle and pedestrian improvements not covered in other projects. A technical team consisting of County and State representatives and staff from Park & Planning has been meeting and has also met with various advisory boards and committees. Initially, MCDOT is reviewing studies and issues identified within master plans or audits that define deficiencies and needed improvements to the infrastructure. The CIP Description Form in the meeting packet shows \$850,000 allocated annually to construction over the next four years. The technical team will meet tomorrow to discuss how the money should be allocated - either splitting it up to make a few minor improvements within each of the five BiPPAs, or to focus on one BiPPA with a larger project. It is thought a greater effect could be made by focusing on one priority area and then use it as a pilot program for the other areas.

Kristy Daphnis stated that the Wheaton Hills Civic Association recently formed a Traffic, Pedestrian and Crime Committee; it would be happy to speak with Ms. Shepherd if more input was needed. Emil Wolanin stated after the initial projects are complete, future budget cycles are not fixed on that dollar amount. The funding is a competitive process through the budget process. Seeking additional funding for the project going forward should be possible.

The County will use crash data related to bicycle and pedestrian safety to determine the priorities and where the funding will be allocated. Drew Morrison stated the areas currently mapped out are considered high pedestrian areas, which is how the County Council initially identified these first BiPPAs. Emil Wolanin stated this is a Level-of-Effort type of Capital Improvements Program (CIP) project, it starts generic in scope then it is determined how far it can be taken. This is the first year of the program; MCDOT will know better what the funding needs are once the first five BiPPAs have been evaluated. Chair Drobnich stated he would like Mr. Steve Friedman, PBTSAC Bicycle Advocate to be included in this process. Some of the projects may need to be added to the Bicycle Master Plan when it is updated. The Committee would like a more detailed follow-up presentation in the near future when the studies are complete. The County also may be able to include some of the identified projects into development review, requiring developers to make needed improvements. The County Executive's recommended CIP budget is being submitted to the Council on January 15, 2015. The PBTSAC may review the budget and speak to the Council regarding any priorities.

Report on Passage of Bill 33-13 (Berliner/Morrison) Drew Morrison stated they will be addressing the Capital Improvements Program (CIP) at the Transportation and Environment (T&E Committee) in March. The new legislative session is starting off; Morrison encouraged the PBTSAC to contact the Councilmember Berliner's office with any initiatives and issues regarding the budget.

Bill 33-13, modifying the County's Road Code, was passed in November, 2014. The bill was amended to include wider turning radii to accommodate larger vehicles. MCDOT will now implement a complete streets design guideline process. This guidance will go before the Council in approximately two years. Emil Wolanin stated that regarding the context sensitive complete streets guidelines, MCDOT has a scope and a task. However, it is not yet funded. MCDOT is pursuing the funding. Jeff Dunckel suggested the Committee may want discuss pedestrian master plan vs. guidance documentation. MCDOT will take the lead in developing the proposed complete streets guidance.

Drobnich introduced a Motion Honoring the Service of Director Arthur Holmes, Jr.

MOTION: The Pedestrian and Bicycle Safety Advisory Committee (PBTSAC) commend Arthur Holmes, Jr. for his years of outstanding leadership on behalf of the citizens of Montgomery County,

most recently as the Director of the Department of Transportation. The Committee is grateful for Director Holmes' dedication to improving infrastructure throughout the County, advancing transit and promoting pedestrian and bicycle safety during his tenure. Director Holmes' was a valuable member of the PBTSAC and his advice and counsel will be missed. The PBTSAC congratulates Director Holmes on his retirement and wishes him the best in his next endeavors.

The Motion was unanimously approved by all members attending this meeting. Droblich will prepare a letter with this motion for Holmes.

Introduction of Shawn Brennan, MCHHS Aging and Disability Services. Shawn Brennan's Mobility Management position in the Montgomery County Department of Health and Human Services represents aging adults and those with disabilities. Pedestrian safety has recently become a focus of her constituents. Issues raised by seniors besides pedestrian safety include older drivers, the convenient use of transit, and the need for subsidized and volunteer transportation resources. Suggestions to improve pedestrian safety include longer times for pedestrian signals for seniors to cross safely, more pedestrian refuge safety islands, more benches at bus stops, clearing snow from sidewalks and lowering speed limits near crosswalks. It's important to factor in the needs of aging and disabled residents when developing the Pedestrian Safety Master Plan.

Droblich stated the Committee has discussed launching a program similar to Safe Routes to School for the aged and disabled within our community. The areas of focus could be included in a Countywide Pedestrian Master Plan. Perhaps through the new Snow Bill or the County's Complete Streets Guidance, specific areas can be identified where the aging and disabled are residing, identifying government buildings, libraries, medical offices, pharmacies, and shopping centers used by these seniors and disabled residents. Drew Morrison confirmed the Snow Bill passed in the fall session. However, it has not yet been signed by the County Executive and still requires funding. Morrison reported the Council is moving forward with the Executive Branch to formulate a plan to be able to implement the Snow Bill.

John Wetmore offered a good example of a Safe Paths for Seniors program in Vancouver, British Columbia called Wellness Walks that they have been working on for a dozen years. Key features were benches in every block where seniors walked, use of saw cut joints instead of tooled joints on sidewalks, providing shade of walkways. Leah Walton mentioned a program at National Highway Traffic Safety Administration (NHTSA) called "Watching Out for us," working with the National Center for Safe Routes to School. The program included training and bringing together community, law enforcement and transportation professionals to identify needed improvements and actions through walking tours with seniors.

ACTION ITEMS: Get contact information from John Wetmore on British Columbia Wellness Walkways program and information from Leah Walton on the NHTSA Watching Out for Us program. Droblich requested assistance from Shawn Brennan on whether such a tour or "walk-about" can be arranged with seniors and elected officials in Montgomery County.

Jeremy Martin, who is a member of the Rockville Pedestrian Safety Task Force, cited concerns from their seniors on Halpine Road who felt unsafe walking because of short pedestrian signal timing and were being driven to the drug stores by their relatives. John Wetmore cited examples from the Manual on Uniform Traffic Control Devices (MUTCD – or the traffic engineers "Bible") that allow pedestrian activated extended crossing times on pedestrian signals. Larry Cole suggested folding the seniors' issues into the BiPPA assessments now being undertaken by MCDOT.

Program Updates:

Update on Education/Outreach (Nadji Kirby/Dunckel)

The YOLO campaign launched in the fall will continue this spring. Many schools are using the YOLO tool kits handed out by PBTSAC and are hanging posters and handing out flyers. There are four high schools scheduled to hold events this spring. One school held two events, the first this past fall and another before winter. There are a total of 8 high schools participating. Jeff Dunckel mentioned the fall County-wide campaign leveraged the YOLO campaign using the same theme for the distracted driving and distracted walkers and visibility in the campaign.

ACTION ITEM: Kristy Daphnis requested information regarding these campaigns to add to the Draft Annual Report.

Traffic Enforcement and Pedestrian Collisions and Fatalities, (Didone)

In the beginning of 2015, the first fatal pedestrian crash of the year involved a mother and two daughters crossing Veirs Mill Road. They crossed against the pedestrian signal; a vehicle crested the hill, killing the 19-year old daughter. MCPD suggests placing warning signs within bus stops and other various, low cost media outlets to educate the public to use traffic signals to cross properly or face a citation. MCPD does not want to enforce jaywalking by writing citations prior to a proper education campaign.

MCPD suggests placing warning signs that state pedestrians must walk to the traffic signal to cross within the designated crosswalk. In 2014, there were 9 pedestrian fatalities; the majority found the pedestrian was at fault. The Maryland Automated Collision Reporting System (ACRS) 2014 data should be available by this March.

The request to the CE's office to reinstate \$125,000 for enforcement activity from speed cameras revenues has been submitted. MCPD will move forward by using guaranteed, on-duty resources to provide pedestrian enforcement, in addition to the overtime details provided by Didone's Central Traffic Team (CTT). MCPD performs team-based enforcement because it is more effective. A recent assessment of resources revealed great success with educating the public. However, pedestrian compliance with the law tends to wane over time. MCPD plans to conduct 40 two-hour details a month that include. In warmer months, the details will be increased to 60 details per month. MCPD has a goal of a 5% reduction in pedestrian collisions within the County this year. Each police district is being monitored for its success in achieving this 5% reduction. Didone stated that education prior to enforcement is paramount. Then targeted, team-based enforcement will bring the desired effect.

Jeff Dunckel stated that by using the performance measure of collision reduction, the effectiveness of this program model has been proven within the County's High Incidence Areas (HIAs.) Where the County has targeted education then enforcement, there has been as much as a 43% reduction in pedestrian collisions.

A discussion ensued among members recognizing engineering, human behavior, education, enforcement and weather conditions play a part in compliance to traffic laws. Suggestions were made regarding crosswalks: doing more data collection, posting signage at crosswalks stating the button must be pushed, should buttons on crosswalks be eliminated altogether, can signals be programmed to allow more time to cross if pressed twice.

Drobnich stated engineering, education, and enforcement work hand in hand with one another. If one is not properly funded the entire program fails. Drobnich would like the focus of the next meeting to be the legislation that formed this Committee and to review the 54 recommendations put forth in the Blue Ribbon Panel Report in 2002, stating the need for County-wide public education and properly funding law enforcement. Drobnich will discuss this with County Executive Leggett later this month, as well as

testify before the T & E Committee as he did last July. Another point of next month's discussion will be the piloted Curb Marking Program, the Pedestrian Master Plan, updating the County's Bicycle Master Plan and properly funding the Pedestrian and Bicycle Safety Education effort, which is now underfunded at \$50,000 annually.

Discussion of Recommendation for Pedestrian Safety Master Plan vs. Complete Street Guidance (Colleen Mitchell) Drobnich announced that Vice Chair Mitchell was unable to attend to discuss the Pedestrian Master Plan (PMP) vs. Guidance document. Mitchell wanted to clarify her vision of a Pedestrian Master Plan: it would not be solely MCDOT's responsibility, but rather would involve the MNCPPC, and other stakeholders. Drobnich handed out a set of bullets clarifying Ms. Mitchell ideas.

Review of Committee Motion Tracking Report (Darrel Drobnich)

Drobnich asked the Committee to review the responses from MCDOT and MCPD that were recorded into the tracking grid after the November meeting. The Committee should determine what actions, if any, still need to be taken, or whether the recommendations can be closed out. Drobnich wants to focus on the recommendations made from September 2013 and moving forward.

Motion #1 – Select East Bethesda and Montgomery Hills as Pilot Studies to Assess Pedestrian Networks; Action #2– MCDOT to evaluate recommendation for Pilot Study within its 2013 Budget Request The original Pedestrian Safety Initiative strategy was to assess the condition of all sidewalks in the County to determine the most critical needs of improving the sidewalk network. However, the County Executive directed the funding towards building and repairing sidewalks, rather than conducting a County-wide study of sidewalks. This original strategy was never funded. However, the Snow Bill does include a proposal to document all sidewalks and may provide a way to define deficiencies in the sidewalk network. At this point, the Snow Bill was passed by the County Council but has not been signed into law or funded by the County Executive. Montgomery Hills, East Bethesda, and East Silver Spring were identified by the PBTSAC as potential locations that could be inventoried as a pilot program. Ramin Assa (PBTSAC member) drafted a cost proposal for assessing East Silver Spring. These pilot programs were not funded by the County Executive. There has been no further exploration of doing assessments and inventories of sidewalks. Emerging issues on this:

- What can be done through the Snow Bill?
- What can be done through the BiPPAs Program
- SHA has an ongoing study of Montgomery Hills that would include sidewalk assessments along Georgia Avenue

Kristy Daphnis proposed that the comments in the Tracking Report could note that no response was necessary, but that these other actions being taken would provide information for an assessment of sidewalk connectivity.

Motion #3 – PBTSAC Supports Bill 37-11 to Install School Bus Safety Cameras on Buses:

Committee agrees this item should remain "Open" as it is an ongoing and expanding program. The tracking report will be filled out to include the status update. Cpt. Didone provided an update. The program has been implemented, a comprehensive education campaign was launched which included bus stop ads, bus back ads, television ads and interviews, MC cable shows, and school related flyers. Over 800 citations were issued in the first years. MCPD is looking to see where we can expand the program to over 1000 citations a year. Cpt. Didone will continue to update the Committee as the program evolves and expands.

ACTION ITEM: Cpt. Didone stated he would write up a report in the next month for the Committee on the expansion of the School Bus Safety Cameras.

Kristy Daphnis will update the Tracking Report. Daphnis will cite the success of the School Bus Safety Cameras in the Annual Report. She will make other updates and add a few programs to the Annual Report. Should there be a new status category for this: open but ongoing, or in progress.

Action #4 – Expand SRTS Program to Include Bicycle Safety Education and Suggest MVA Conduct Continuing Driver Education Classes Every 10 Years: Driver education is a state MVA issue. Dunckel reported that pedestrian safety has become a very high priority for the state; pedestrian fatalities now comprise 25% of all traffic fatalities in Maryland, up from 20% a year ago. It is a good time to be raising these issues at the State level. The SHA Administration has stated that safety comes before mobility in their prioritization of issues. Jeff Dunckel will work with Anyesha Mookherjee to have MVA speak to the Committee, possibly in May. Bicycle safety education is part of the SRTS program.

Motion #5 – PBTSAC Recommends CE to Increase Pedestrian and Bicycle Safety Education Programs: Jeff Dunckel stated while there is currently little funding for bicycle safety education, MCDOT has worked with Montgomery College and the Washington Area Bicycle Association (WABA) to hold classes on bicycle safety and the Bikeshare Program has created a subsidized helmet program. Nadji Kirby has been providing bicycle safety educational materials within the schools via bike rodeos. Drobnich suggested another alternative may be working with SHA to provide local bicycle shops with the already printed bicycle safety handouts. George Branyan stated that the Maryland Highway Safety Office used to provide that information to all bicycle shops throughout the State. **Anyesha Mookherjee will report the availability of such handouts to the Committee in March.** Michael Jackson at MDOT also has information from these programs. The Committee will update the comments in the Tracking Report to reflect the status. The status is still identified as “Closed/Unacceptable Response” to the PBTSAC.

ACTION ITEM: Anyesha Mookherjee will report the availability of such handouts to the Committee in March. Michael Jackson at MDOT also has information from these programs.

Motion #6 – Develop a County-wide Bike Safety Education Campaign: Jeff Dunckel stated that the PBTSAC has requested a significant increase from the County Council last year. The issue is under review by OMB and the County Executive. The Operating budget will not be released until after the March PBTSAC meeting so MCDOT will not be able to discuss what was requested until after that release. The status of the recommendation remains “Open/No Response.”

Motion #7 – Recommendations for MCPD Bike Patrol Activities: Cpt. Didone previously reported the status of this and it is now closed. Drobnich stated the status of this is now “Closed/Acceptable Response.”

Motion #8 – Improve Bicycle Infrastructure in Areas Where Bikeshare Being Implemented: Emil Wolanin had provided an extensive verbal response at the November meeting, now entered into the Motion Tracking Report. It has been determined while this response is a separate issue from Pat Shepherd’s presentation tonight that project will impact the current infrastructure of the five BiPPAs being studied. Cycle tracks may be part of the recommendations under the BiPPA program. This motion should be characterized as “open-in progress”—the conversation and work have been started but will take some time. Drobnich will rework the wording within the key to better address the status of each item addressed.

Motion #9 – Bicycle Ride-along: Status is “Closed/Acceptable Response.” Whether another ride-along is warranted is something Steve Friedman would be able to better address. **The next objective is to do a**

Senior – Walk-along: The Committee would like to explore the idea of getting some wheelchairs, seniors, and those with disabilities to walk an area to identify deficiencies in the network. It is proposed to have those in attendance, including elected officials, to utilize real wheelchairs to experience the issues firsthand.

Motion #10 – Crosswalk Striping and Crossing Treatment Policy: Dunckel stated MCDOT has moved towards remarking crosswalks on a three-year cycle now, with high-visibility, ladder-style crosswalks being installed. Funding has been recently increased to this program to enable an expansion. Bilgrami clarified that as older, faded crosswalk within the County are replaced, the unsignalized crosswalks, urban districts, HIAs, and crosswalks with higher pedestrian volumes will be marked with a ladder-style crosswalk marking. The ladder-style pavement marking is for greater visibility and increased awareness of pedestrians. Reemberto Rodriguez reported that the entire Silver Spring area had been remarked with the ladder-style crosswalks last summer with very good results of increased visibility for pedestrians. It is agreed the status is to change to “Closed/Acceptable Response,” though the work is ongoing—and never really closed.

Motion #11 – Pedestrian Criteria in Speed Camera Placement: Cpt. Didone stated every speed camera placement has a pedestrian factor included. If there is not a pedestrian factor as part of a need for the camera, then the speed camera does not usually get approved. Roadway designs, placement of bus stops and other potential conflicts and safety factors are always considered prior to the placement of additional speed cameras within the County. Status is deemed “Closed/Acceptable Response.”

Motion #12 – Montgomery County Pedestrian Master Plan: Status stays “Open/No Response.”

Motion #13 - Droblich stated he was not sure who should respond to the Motions regarding the Purple Line Project. Jeff Dunckel replied it is MTA’s program. The PBTSAC’s recommendations had been put forward to the MTA which responded by speaking to the Committee last summer. Drew Morrison reported that Councilmember Riemer wrote MTA a letter addressing the lane widths along Wayne Avenue and feels additional conversation needs to ensue. The County is waiting for the new Governor’s proposal. This item will remain “Open/Acceptable Response,” but will be modified to Ongoing/In Progress, once the key is updated with this category.

Action #14 Request for Data on Bikeshare Membership and Ridership: Dunckel cited Anne Root’s report that in the first year of operation, there were 1,400 members and 35,000 bicycle trips reported in the County, with no crashes reported for 2014. This Action is reported as “Closed/Acceptable Response.”

Motion #16 – Requiring Construction Signage That Includes Contact Information to Report Improper Impediments for Pedestrians: Jeff Dunckel stated this issue primarily involves the Department of Permitting Services, as well as SHA. In recent discussions, it was agreed that the information that needed to be placed on signage in the public rights-of-way should be defined. Bilgrami, Dunckel, and Mookerjee will meeting with DPS and discuss what measures should be taken to establish proper public notification of disruptions to pedestrian pathways, and to decide what signage in the public ROW should be posted. SHA already has required signage including a phone number to report any issues. A follow up meeting is proposed to include State Highway, Permitting Services, Highway Services, and Traffic Engineering to discuss this topic further. Status will be “Open/Ongoing-In Progress.”

Motion #17 – Adherence to Bicycle Master Plan for All Road Projects and Private Development: Status is “open-in progress” as MNCPPC has proposed this as part of their FY16 work program the update of the Bicycle Master Plan. **The PBTSAC can write a letter in support of this Plan.**

Motion #18 – PBTSAC recommends County Council and County Executive Consider Appropriate Body to Request Utilization of PEPCO Real Estate for Shared Use Paths: Peggy Dennis stated that after further discussions, PEPCO will now consider using some of its property for public access. The Exelon merger had a lot to do with it. The County made a mention of public uses; MNCPPC also contributed to discussions with the County Attorney. Hearings on the merger are coming up in February. The status is “Open/In Progress.”

Motion #19 – PBTSAC recognizes ongoing Contributions of Peggy Dennis and John Wetmore. Status remains “Open/In Progress.”

Motion #20 – PBTSAC Recommends the County Council Review County-wide Bikeways Functional Master Plan: Droblich provided the County Council’s T & E Committee the PBTSAC’s recommendations. Status changed to “Open/In Progress.”

Motion #21 – PBTSAC commends the CERB for Findings Reported in 2013: Committee recommendation endorsing the CERB recommendations was submitted to the County Executive. Status is “Closed/No Response.”

Motion #22 – PBTSAC Support for Snow Bill: Drew Morrison stated the County Council passed the Snow Bill but the County Executive did not sign it and there is no budget to implement it. Status: “Open/In Progress.”

Motion #23 – Letter of Commendation for Erwin Mack: Droblich stated he needed to send the letter to Mr. Mack. Status: “Closed/Acceptable Response” – **Droblich to mail the letter to Mack.**

Review of Draft Annual Report (Kristy Daphnis) Kristy Daphnis reported the draft of the Annual Report was sent to all members. A few changes have been made: language was added on the Blue Ribbon Report as well as added the Motions Tracking Report. The testimony that Droblich gave to the T & E Committee was also added, which sets the PBTSAC up to achieve the top three priorities this year. She is seeking comments from the Committee, mainly regarding adding omitted programs, adding language regarding the Tracking Report and possibly going back to County Stat to see if we could obtain additional information to add big picture take-aways and program metrics. Also, looking for input regarding the programs looking forward the PBTSAC will be speaking specifically about the Blue Ribbon Report at the March meeting. The Committee’s three top priorities this year are in the Annual Report. Droblich expressed a desire to use this to help guide the PBTSAC towards achieving goals based on PBTSAC priorities. Kristy Daphnis is open to suggestions and additional strategic points. Please have your comments to her no later than the middle of next week. Dunkel will provide Daphnis the County Stat information and the big picture take-aways.

Review of 2002 Blue Ribbon Panel Report and Recommendations, and the 2007 Pedestrian Safety Initiative Strategic Plan

Droblich suggested that a presentation be made at the next meeting by MCPD, MCDOT and possibly SHA to provide the Committee recommendations. Quite a few recommendations involved SHA. The focus will be what progress has been made in which areas.

Droblich encouraged the members to read the 2002 and 2007 reports to see overlaps and gaps. After reading PBTSAC’s charter and the Blue Ribbon Report, Droblich realized the Committee is responsible to report on the progress of implementing the 54 recommendations, which has not been included in the Annual Reports thus far. Additionally, what the original Committee saw as issues in 2002, the current Committee is still addressing some of the same needs today. He has found two glaring items within the

report that were issues in 2002 and are still issues today: 1) The lack of countywide education and now bicycle safety education and 2) that there is very little funding for enforcement and education. Education and enforcement support the engineering improvements that now get most of the money.

PBTSAC is meeting with the County Executive at 7:00 pm on Thursday, January 29, 2015, to discuss the Committees work and concerns with pedestrian and bicycle safety. All PBTSAC members are welcome to attend. However, please let us know so space can be reserved and underground parking provided.

New Business/Comments/Topics for March Meeting

- **Next Meeting Date is March 5 - Potential Topics:**
- Legislation that formed this Committee
- Review the 54 recommendations put forth within the Blue Ribbon Panel Report in 2002, stating the need for County-wide public education and properly funding law enforcement
- The piloted Curb Marking Program
- The Pedestrian Master Plan

New Business Proposed:

Sarah Gotbaum's Elder Women's Aging Alliance organization is holding a meeting on January 20th to discuss issues pertaining to seniors with the Washington D.C. Coordinator, charged with improving access and security for the District's residents. Also, the representative for the American Association of Retired Persons (AARP) who deals with helping communities carry out the standards established by the World Health Organization for transportation for the aging and disabled will be at the meeting. Details were conveyed to Jeff Dunkel.

Peggy Dennis suggested addressing Maryland's Contributory Negligence Law, which is archaic. The law states that if the pedestrian has any share of responsibility in the action leading to the accident they are entitled to nothing. A bill has been introduced to State legislators looking to reform that law; this Committee needs to look at it now because it will take years to change this current law. Jeff Dunkel stated that any issues other than recommendations to the County Executive or the County Council - - that involve outside legislative bodies - - must be submitted to the Office of Intergovernmental Relations for consideration.

Meeting adjourned at 9:44 pm.